

REMARKS

The applicants respectfully request reconsideration and allowance of claims 1, 3-11, and 19. By this amendment, the applicants have amended claim 1, cancelled claim 2, and added new claim 19. Support for new claim 19 can be found at page 7, line 17 through page 8, line 9. Pursuant to 37 CFR 1.121, a marked-up copy of the claims showing the changes made accompanies this amendment.

In the Advisory Action dated May 4, 2001, the Examiner rejected pending claims 1-11 under 35 U.S.C. 103 over the admitted prior art and Reid, Jr. et al. or Henzl.

Claim 1 as amended now requires "forming a recess having a undercut portion in the mating surface of the first trim part after providing the first trim part". Nowhere in the cited or admitted prior is there shown a method for mounting interior vehicle trim parts in which a first trim part is supported adjacent a second trim part in which a bead of buffer material is provided between the first and second trim parts to reduce noises such as buzzes, squeaks and rattles that might otherwise be produced by contact and relative motion between the first and second trim parts, including the step of forming a recess having an undercut portion in the mating surface of the first trim part after providing the first trim part.

The prior art Nagano reference discloses augmenting the holding power of a hot melt glue adhesive by applying such adhesive to a groove in such a way to form a mechanical bond as well as an adhesive bond. The Nagano reference does not disclose

or suggest forming a recess having an undercut. The present invention requires the forming of an undercut after the trim part is provided. The Henzl and the Reid reference, more recently relied upon by the Examiner do not disclose forming undercuts after the part is formed. See, e.g. Fig. 2 of Reid which shows the trim strip 10 which is already formed with undercuts. Henzl (which is not even directed at vehicle trim parts) similarly emphasizes formation of undercuts at the time of formation of the subject composite plastic sealing element.

Indeed, upon careful review of Henzl and Reid, it becomes clear that said references teach away from the present invention as claimed herein.

Furthermore, the advantage and non-obvious feature of forming a recess having an undercut portion in the mating surface of the first trim part after providing the first trim part is not to be trivialized. Specifically, such technique uniquely allows for one to take existing trim panels with "BSR" noise, and mitigate such noise in a highly efficient manner. Clearly, the art cited does not teach or suggest such aspect of the present invention, and supports its non-obvious characteristics.

The references neither teach nor suggest the invention as now claimed. It is respectfully submitted, therefore, that the rejection of claim 1 under 35 U.S.C. 103 as being obvious, should be withdrawn upon reconsideration.

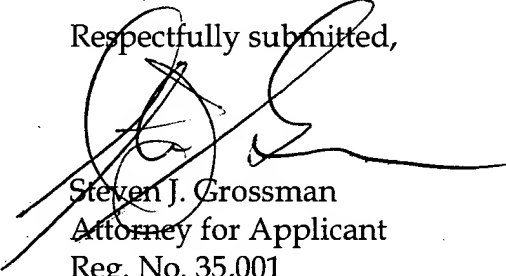
Claims 3-11 depend directly or ultimately, from independent claim 1 and must be construed to include all of the limitations of claim 1. Accordingly, claims 3-11 are allowable for the reasons discussed above with respect to independent claim 1. It is

respectfully submitted, therefore, that the rejection of claims 3-11 under 35 U.S.C. 103 as being unpatentable, should also be withdrawn upon reconsideration.

As shown above, applicants have placed each of the remaining claims in condition for allowance and such action is earnestly solicited.

In the event there are any fee deficiencies or additional fees are payable, please charge them (or credit any overpayment) to our Deposit Account No. 08-1391.

Respectfully submitted,

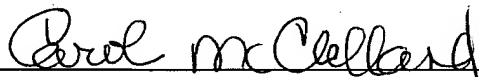

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MARKED COPY OF CLAIM 1

SERIAL NO. 09/322,585

DOCKET: TRM P2590.1

Marked Copy of Claim 1 Showing Changes Made:

1. (Twice amended) A method for mounting interior vehicle trim parts to reduce noise in which a first trim part is supported adjacent a second trim part and in which a bead of buffer material is provided between the first and second trim parts to reduce noises such as buzzes, squeaks and rattles that might otherwise be produced by contact and relative motion between the first and second trim parts, the method including the steps of:

providing the first and second trim parts, the first trim part having a mating surface configured to lie alongside a mating surface of the second part when the first and second trim parts are supported adjacent one another in a vehicle;

forming a recess having an undercut portion in the mating surface of the first trim part after providing the first trim part; [and]

providing buffer material in the recess so as to provide a bead of buffer material on the mating surface of the trim part;

allowing the bead to mechanically connect to the first trim part by hardening of the buffer material within the recess; and

supporting the first and second trim parts adjacent one another with the second trim part contacting the bead of buffer material.